

DaimlerChrysler AG

Patent Claims

5 1. A trunk of a motor vehicle, having a goods rail
which is oriented approximately in the direction of the
longitudinal axis of the vehicle and is intended for
fixing goods to be transported, and having means which,
in the event of a rear impact, prevent penetration into
10 a seat region arranged in front of the trunk by
reducing the effective length of the goods rail, the
goods rail (14) being composed of at least two partial
rails (15, 16), with the separating plane (17) between
the partial rails (15, 16) running in an obliquely
15 inclined manner, characterized in that the goods rail
(14) is arranged in an overlap with a longitudinal
member (7), with a hollow profile shell (11) being
placed onto a region (10) of the longitudinal member
(7) that is mounted upstream of the separating plane
20 (17), so that a cavity (21) which, in the event of a
rear impact, receives the rear partial rail (15) is
formed between the hollow profile shell (11) and the
longitudinal member (7).

25 2. The trunk as claimed in claim 1, characterized in
that the separating plane (17) runs in a manner rising
from the front to the rear transversely with respect to
the longitudinal axis (L) of the vehicle.

30 3. The trunk as claimed in claim 1 or 2,
characterized in that the separating plane (17) runs
approximately in the center of the goods rail (14).

4. The trunk as claimed in claim 1, characterized in
35 that the cavity (21) is designed in such a manner that
the rear partial rail (15) is inevitably guided
downward.

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5. The trunk as claimed in one of claims 1 to 4, characterized in that the goods rail (14) has an upwardly open, U-shaped cross section.